

This Page Is Inserted by IFW Operations  
and is not a part of the Official Record

## **BEST AVAILABLE IMAGES**

Defective images within this document are accurate representations of the original documents submitted by the applicant.

Defects in the images may include (but are not limited to):

- BLACK BORDERS
- TEXT CUT OFF AT TOP, BOTTOM OR SIDES
- FADED TEXT
- ILLEGIBLE TEXT
- SKEWED/SLANTED IMAGES
- COLORED PHOTOS
- BLACK OR VERY BLACK AND WHITE DARK PHOTOS
- GRAY SCALE DOCUMENTS

**IMAGES ARE BEST AVAILABLE COPY.**

**As rescanning documents *will not* correct images,  
please do not report the images to the  
Image Problem Mailbox.**

# COMMONWEALTH OF AUSTRALIA

## PATENT SPECIFICATION

Complete Specification lodged . . . . . 5th July, 1956.  
 Application lodged No. 11,418/55 . . . . . 16th August, 1955.  
 Applicants (Actual Inventors) . . . . . Brian Frederick Bradshaw and Henry Crabb.  
 Complete Specification Published . . . . . 10th January, 1957.  
 Complete Specification Accepted . . . . . 24th April, 1957.

Classification: 93.2.

Drawing attached.

### COMPLETE SPECIFICATION.

#### "A retractable hood for motor vehicles."

The following statement is a full description of this invention, including the best method of performing it known to us:—

This invention has been devised to provide a retractable hood for motor vehicles. The hood of this invention is particularly useful for utility trucks but it can be advantageously applied to all motor vehicles having built up sides or side supports.

The hood consists of a number of slats adapted for mounting transversely on the vehicle. One slat (called herein the head slat) is a fixture and the edge of this slat adjoining the next (second) slat is flanged downwardly. The second slat has its edge adjoining the head slat flanged upwardly and its opposite edge flanged downwardly. Other slats to constitute the hood are made in the same manner as the second slat with the possible exception of the last slat (called herein the tail slat). The rear edge of the tail slat may be flanged and provided with means for securing to a support or it may have a back slat hinged thereto.

The end edges of the slats that is, the edges adjacent the sides of the vehicle with the exception of the back slat if incorporated, are formed or provided with means to slidably engage individual tracks fixed to the sides of

the vehicle or to side supports on the vehicle or a stepped tier. The tracks are arranged so that the slats can be accommodated in retracted position under the head slat, that is to say, the second slat is under the head slat and the third slat is under the second slat and so on. The slats are moved to cover position by pulling the tail slat, the flanges of the several slats engage and are pulled to cover position in the sequence of their engagement. The slat engaging steps may be provided in the ends of the tracks at cover position.

One embodiment of the invention is described in further detail with reference to the annexed drawings wherein:

Fig. 1 is a perspective view of a motor vehicle

Fig. 2 is a longitudinal central sectional elevation thereof

Fig. 3 is a similar view illustrating how the various slats may be moved to one end

Fig. 4 is an end view

Fig. 5 is an enlarged fragmentary sectional detail view of the tracks and slats

As illustrated the vehicle body 1 has sides 2 which extend to the desired height of the hood and at the fore end are attached to the vehicle cabin 3. Window openings are

indicated at 4. A back (tail) board 5 extends to the height of the body 1.

A number of tracks corresponding to the number of slats are fixed to each side 2. In this embodiment five slats constitute a hood. The tracks are formed of plate bent into flanged "U" shaped members 6, 7, 8, 9, 10 with a slide top edge 11. An additional member 12 of similar shape is fixed to the top edge of each side 2. These tracks extend from the cabin 3 to the rearmost position of the respective slats which are mounted on them.

The head slat 13 at the fore end contacts the cabin 3 to which it may be fixed. It has a down set flange 14 in the rear end between the track members and is fixed to the tracks 10 under the top members 12. The intermediate slats 15, 16, 17 have the fore ends flanged upwardly as at 18 and the rear ends flanged downwardly as at 19, the several flanges terminating short of the track members. The tail slat 20 has an upside flange 21 on the fore end. A back slat 22 is hinged to the rear edge of the tail slat. It has a window opening

23 and its lower edge 24 is adapted to be secured to the tail board 5. The several slats are curved upwardly uniformly as indicated at 25 to form a water shed.

The claims defining the invention are as follows:—

1. A retractable hood for motor vehicles consisting of a number of slats mounted on a stepped tier of tracks fixed to the sides of a vehicle one of said slats (a head slat) being fixed in position and the other slats being slidable on said tracks, all said slats having flanges whereby one slat engages another. (16th August, 1955.)

2. A retractable hood for motor vehicles according to Claim 1 including means to secure the tail slat to a support. (16th August, 1955.)

3. A retractable hood for motor vehicles according to Claim 1 including a back slat hinged to the tail slat. (16th August, 1955.)

4. A retractable hood for motor vehicles constructed as described with reference to the annexed drawings. (16th August, 1955.)

3

4

ARTHUR S. CAVE,

Patent Attorney for Applicant.

References:

| <u>Serial No.</u> | <u>Application No.</u> | <u>Classification</u> |
|-------------------|------------------------|-----------------------|
| 201,873           | 10,309/55              | 93.2                  |
| 162,207           | 24,230/54              | 93.2                  |
|                   | 6594/27                | 93.2                  |

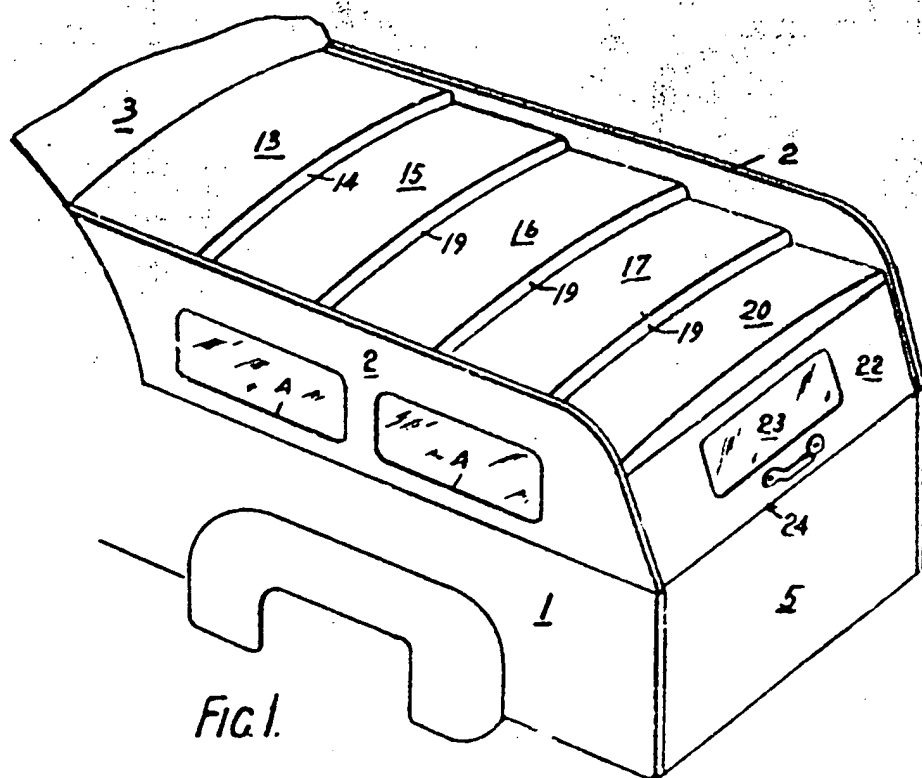


FIG. 1.

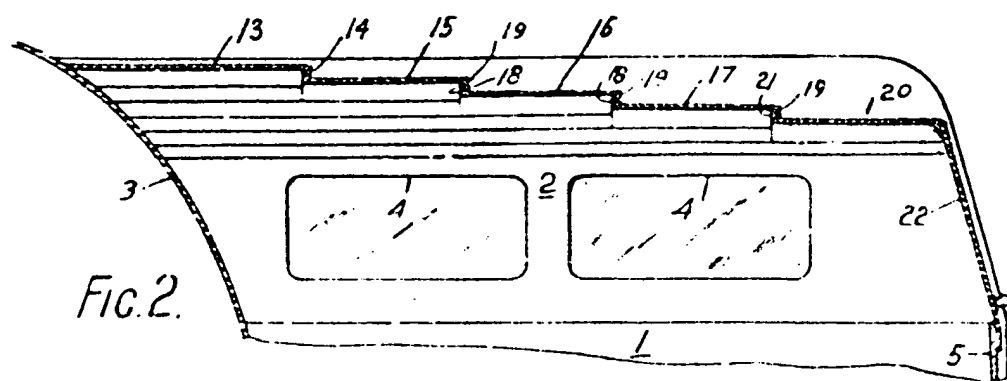


FIG. 2.

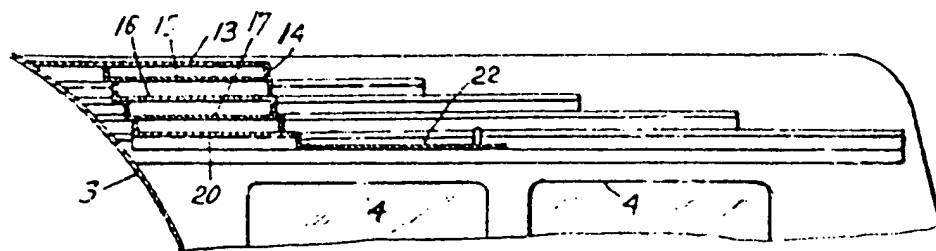
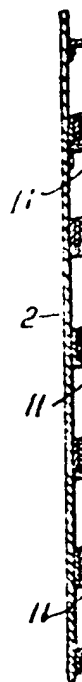
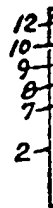


FIG. 3.



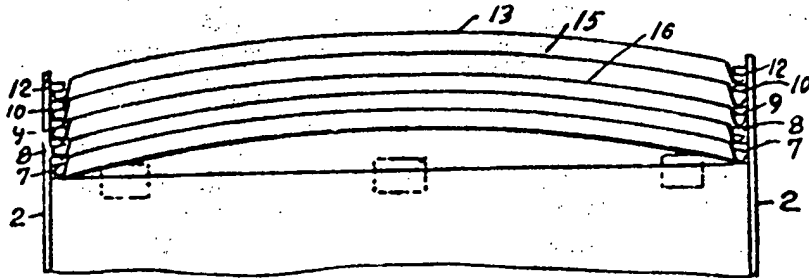


FIG. 4.

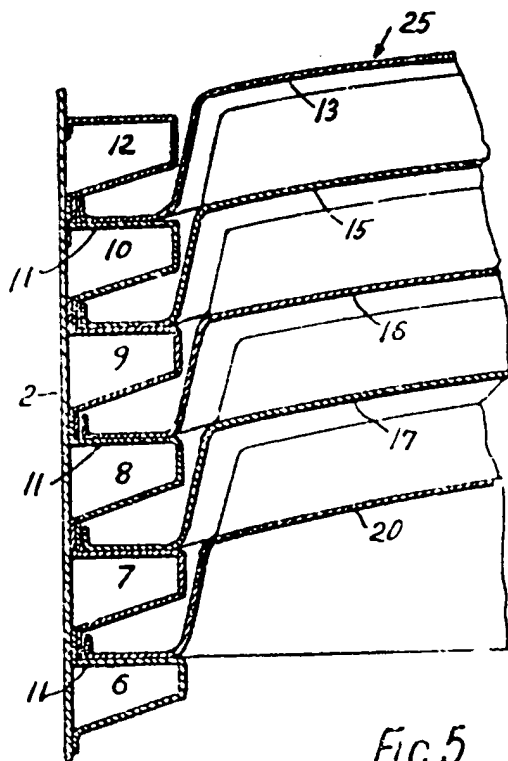


FIG. 5